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## WATERBORNE TRANSPORTATION STRATEGIES AND POLICIES



### BACKGROUND:

The centennial year of the United States Section of the International Navigation Association (PIANC) provides a unique opportunity to reflect on the importance of our ports, rivers and waterways as they are related to the growth of our nation and to look ahead to the enhanced role they will be called upon to play as we meet the challenges and opportunities of competing in a global economy. The United States' inland waterway system is one of the world's outstanding. However, its environmental and economic value is not as well understood as it could be. As our highways, railways and air routes become increasingly congested, we can enhance America's prosperity, competitiveness and quality of life by putting renewed emphasis on our rivers of commerce.

Currently the well-developed Western economies are reevaluating their policies and strategies in the formation of their respective national transportation systems.

In the United States this reevaluation is being conducted in the framework of the *Maritime Transportation System* (MTS), with the objective of integrating the water component in the overall multi-modal transportation network and enhancing maritime technologies, services, and efficiency.

In Western Europe the European Union (E.U.) has a similar objective, and is setting priorities for the development of various modes of transportation and defining the *Trans-European Network* (TEN) including major inland waterway segments with corridors connecting coastal ports. There are other national and regional initiatives in the United States and the E.U. addressing strategies and policies for waterborne transportation development as a component of multi modal transportation systems. The decisions made in the process of this ongoing reevaluation will have a long-term and significant effect on national transportation systems, and their competitiveness in international trade, and on overall economic progress.

It appears that in the waterborne transportation sector the United States and Western European countries come to the formulation of quite different, sometimes opposite, strategies and policies. European countries have concluded that some priorities and incentives need to be created in favor of rail and waterborne transportation (inland and coastal) to deal with difficult to solve congestion problems on highways. This is based on the realization that inland and coastal waterways have distinct advantages in capacity, safety, and environment.

In contrast, inland waterways in the United States remain the only transportation mode, which for all practical purposes, are not a part of the intermodal system. Coastal shipping, another component of domestic water transportation, is in decline. Expansion of highways and water services is being evaluated by completely different criteria and there is an absence of institutional ability to connect benefits generated in one mode by investment in another mode, e.g. reduction of congestion and environmental impact on highways generated by traffic on the inland waterways.

### OBJECTIVE:

Strategy and policy directions regarding waterborne transportation are obviously quite different in the United States and in the developed countries of Western Europe. It is well recognized that direct comparison between different countries is not always possible. There are many economic, social and legal factors that may fully justify certain development in one country, and prevent the same in the others. A good example is container on barge services, well implemented in Europe and very limited in the United States.

At the same time the current situation in Europe may be considered as a good indication of what may happen in the United States. Density of traffic and land availability has already created congestion in Europe at the level that may be expected in the United States in the next 10 years. Accordingly, the objective of this conference is **to understand factors that lead to differences in the strategies and policies toward inland and coastal waterborne transport in the United States and Western Europe**. This understanding may contribute to the process of formulation of the national transportation policies in the United States.

## U.S. SECTION PIANC 100<sup>TH</sup> ANNIVERSARY MEETING AND TECHNICAL WORKSHOPS 16 - 19 APRIL 2002 [Click here for the Revised Technical Update](#)

Vicksburg Inn and Conference Center & Other Locations, Vicksburg, Mississippi

### Tuesday - 16 April [Click here for the Revised Workshop Update](#)

**Morning Session:** Environmental Windows Workshop  
Thomas H. Wakeman, III  
Douglas G. Clarke

**Afternoon Session:** Inland Electronic Navigation Workshop  
Larry L. Daggett, Ph.D.  
Anthony R. Niles

### Opening Session of Conference – 5pm

**Welcome:** LTG Robert B. Flowers, Chief of Engineers  
U.S. Army Corps of Engineers

**Welcome:** The Honorable Laurence E. Leyens  
Mayor, City of Vicksburg

**Principal Speaker:** The Honorable Mike Parker  
Assistant Secretary of the Army (Civil Works)  
Chairman, U.S. Section of PIANC

**A Look at PIANC History:**  
**Presentation on 1902 Dusseldorf Congress**  
Dipl.-Ing Hans-Peter Tschucke  
Secretary, German Section of PIANC

### The United States Joins PIANC

The United States became a member of the Permanent International Association of Navigation Congresses (PIANC) in June 1902. The Act of Congress, which was signed by President Theodore Roosevelt, had the full support of The Honorable John Hay, Secretary of State; The Honorable Elihu Root, Secretary of War; The Honorable L. M. Shaw, Secretary of the Treasury; and Brigadier General G. L. Gillespie, Chief of Engineers. It was at the eighth International Congress of Navigation in Paris in 1900 that the decision was taken to form a permanent organization to be known as PIANC. The Belgian government proposed the initial funds for the support and maintenance of the association and requested annual financial contributions from other governments. The Paris Congress adopted the use of English, French and German as the official languages of the association. The ninth congress was held July 1902, in Dusseldorf, Germany with the United States participating for the first time as an official member of PIANC. The official delegates representing the United States were Lieutenant Colonel Charles W. Raymond, New York, New York, and Mr. Elmer Lawrence Corthell, Buenos Aires, Argentina.

**Reception:** Vicksburg Inn – Garden Room

### Wednesday - 17 April

**Morning Program:** Multipurpose Room Vicksburg District Office

**Introduce Program:** Dr. Anatoly Hochstein, Director &  
Professor, National Ports & Waterways  
Institute, University of New Orleans

### Panel 1 – National and Regional Transportation Plans

**Moderator:** Mr. Joseph H. Pyne  
CEO, Kirby Corporation  
(For Details See Back of Program)

### Panel 2 – Comparative Assessment of Environment Impact

**Moderator:** Dr. Robert M. Engler  
Senior Scientist (Environmental)  
U.S. Army Corps of Engineers (ERDC)  
(For Details See Back of Program)

**Lunch:** Quarterboat 9901  
U.S. Army Corps of Engineers

**Tour mat sinking equipment**

**Afternoon Program:** Multipurpose Room Vicksburg District Office

### U.S. Army Corps of Engineers: Presentations on the Mississippi River

BG Edwin J. Arnold, Division Engineer  
Col Frederick L. Clapp, Jr., District Engineer  
Assisted by Members of Staff





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A Look at PIANC History:

Concrete Mats & Bank Stabilization

Dennis O. Norris, Chief, River Operations  
Branch, Vicksburg District  
U.S. Army Corps of Engineers

River Cruise and Reception: MV Observer

Thursday - 18 April

Morning Program: Multipurpose Room Vicksburg District Office

Introduce Program: Dr. Anatoly Hochstein

Panel 3 – Financing Water Transportation  
Projects

Moderator: Mr. Harry N. Cook, President,  
National Waterways Conference, Inc.  
(For Details See Back of Program)

Panel 4 – Advanced Technologies

Moderator: Mr. Walter D. Ritchie, Vice President,  
KPFF Engineers &  
International Vice President of PIANC  
(For Details See Back of Program)

Conclusions: Taken from Program Presentations  
MG Robert H. Griffin, Director of Civil Works,  
U.S. Army Corps of Engineers &  
President, U.S. Section of PIANC

Lunch: Maxwell's Restaurant

Principal Speaker: The Honorable Trent Lott (invited)  
Minority Leader, United States Senate

Presentation on 30th Navigation Congress:  
Mr. Neil Lawson, Chief Executive,  
Lawson & Treloar Ltd. &  
Secretary, Australian Section of PIANC

Afternoon Program:

Presentations and Tour of Labs at Engineer  
Research and Development Center

Dr. James R. Houston, Director, ERDC  
COL John W. Morris, III, Commander ERDC  
Assisted by Members of Staff

Anniversary

Dinner: Ballroom of B'nai B'rith Club

PIANC Presentation: Mr. Eric Van den Eede,  
President, International Navigation  
Association (PIANC)

Principal Speaker: Mr. John Barry, Author,  
*Rising Tide: The Great Mississippi Flood of  
1927 and How It Changed America*

Friday - 19 April

Morning Program: Narrated Tour of Vicksburg National Military  
Park

Lunch Cruise: MV Observer

Program for Accompanying Persons

Tuesday - 16 April

Day: Free  
Evening: Opening Session and Reception

Wednesday - 17 April

Morning: Tour Historic Sites in Natchez  
Evening: Reception and River Cruise  
MV Observer

Thursday - 18 April

Morning: Tour Historic Sites in Vicksburg  
Evening: Anniversary Dinner  
Ballroom of B'nai B'rith Club

Friday - 19 April

Morning: Narrated Tour of Vicksburg National Military  
Park  
Lunch Cruise: MV Observer



MV Observer, Kirby Corporation, Homeport Houston, Texas



# TECHNICAL PROGRAM

PROGRAM CHAIRMAN: ANATOLY HOCHSTEIN, PH.D.

APRIL 17, 2002

PANEL 1

## NATIONAL AND REGIONAL TRANSPORTATION PLANS

Moderator: **Mr. Joseph H. Pyne**  
CEO Kirby Corporation and  
Commissioner, U.S. Section, PIANC

- Formulation of maritime transportation plans and definition of roles and functions of inland and coastal waterways in national transportation systems in the United States  
**Mr. James E. Caponiti**, Acting Deputy Administrator for Inland Waterways and Great Lakes, Maritime Administration\*
- Formulation of maritime transportation plans and definition of roles and functions of inland and coastal waterways in national transportation systems in the European Union  
*Speaker from European Union DG TREN: Energy and Transport\**
- Role of Federal, Local Governments and Private Industry in implementation and financing waterways in the United States  
**Mr. Carl Bentzel**, Senior Counsel, Senate Commerce, Science and Transportation Committee\*

APRIL 18, 2002

PANEL 3

## FINANCING WATER TRANSPORTATION PROJECTS

Moderator: **Mr. Harry N. Cook**  
President,  
National Waterways Conference, Inc.

- Criteria for Economic Feasibility of Water Transportation Projects  
**Mr. John S. Doyle**, Vice President of Government Relations, Waterways Work!
- Sources of Funding, including user charges  
**Mr. Robert Vining**, Chief, Programs Management Division, U.S. Army Corps of Engineers
- Economic and regulatory incentives for modes of transportation to achieve social and/or ecological objectives  
*Speaker from European Union DG TREN: Energy and Transport\**

PANEL 2

## COMPARATIVE ASSESSMENT OF ENVIRONMENTAL IMPACTS

Moderator: **Dr. Robert M. Engler**  
Senior Scientist (Environmental),  
ERDC

- Ecological and safety advantages of water transportation in comparison with other modes of transportation  
**Mr. Eric Van den Eede**, President, International Navigation Association (PIANC)
- Environmental advantages as a factor in prioritization of water transportation projects  
*Speaker TBA*
- Public perception of comparative environmental impacts and economic preferences for inland and coastal waterways and other modes of transportation  
**Mr. Christopher J. Brescia**, President, Midwest Area River Coalition 2000

PANEL 4

## ADVANCED TECHNOLOGIES

Moderator: **Mr. Walter D. Ritchie**  
Vice President, KPFF Engineers &  
International Vice President of PIANC

- Innovations in inland ports and shipping in the European Union  
**Mr. Baudirektor Dipl.-Ing., Thomas Menzel**, Wasserstrassen-Neubauamt Magedeburg
- Innovations in the United States for fast coastal shipping and ports for domestic and international freight  
**Mr. Rolf Marshall**, Preston/Gates/Ellis & Rouvela/Meeds LLP
- Role of public and private sectors in research and introduction of innovative technologies in the European Union promulgated by the "Fifth Framework Programme"  
*Speaker from European Union DG TREN: Energy and Transport\**

### Commissioners of U.S. Section

The Honorable Mike Parker  
Assistant Secretary of the Army  
(Civil Works), Chairman  
MG Robert N. Griffin, President  
Thomas M. Ballentine  
Shiv Batra  
Doris J. Bautch  
Charles C. Calhoun, Jr.  
Kurt J. Nagle  
Robert D. Nichol  
Joseph H. Pyne  
Robert E. Randall, Ph.D.  
Thomas H. Wakeman, III

### 100th Anniversary Organizing Committee

Robert M. Engler, Ph.D., ERDC  
Bill Hobgood, CEMVK  
James Houston, Ph.D., ERDC  
Louis Logue, CEMVD  
Linda McGowan, ERDC  
Dottie Murden, PIANC Member  
Dennis Norris, CEMVK  
Yvonne O'Quinn, HQ, USACE  
Walter D. Ritchie, KPFF  
Mary Jane Robertson, PIANC  
Billie Skinner, ERDC  
Anne Sudar, IWR

### 100th Anniversary Program Committee

Anatoly Hochstein, Ph.D.,  
Chairman  
Harry N. Cook, Nat'l Waterways  
Conference, Inc.  
Joseph H. Pyne, Kirby  
Corporation  
Sandra K. Knight, Ph.D., ERDC  
Thomas M. Ballentine, Secretary  
of U.S. Section of PIANC  
Les Sutton, Kirby Corporation

### CONCLUSIONS

**MG Robert H. Griffin**  
Director of Civil Works and President of  
U.S. Section PIANC

\*Invited

<http://www.iwr.usace.army.mil/pianc>